

NATIONAL TRANSPORTATION SAFETY BOARD

In the Matter of:

TAKI TOOO
DCA-03-MM-035

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Wednesday,
June 18, 2003

INTERVIEW OF:

HARRY O'SULLIVAN

PRESENT:

BOB FORD

1 P R O C E E D I N G S
2 MR. FORD: -- Harry.
3 MR. O'SULLIVAN: Harry O'Sullivan.
4 MR. FORD: Okay. And that is
5 O'S-U-LL-I-V-A-N?
6 MR. O'SULLIVAN: Yes.
7 MR. FORD: And your age?
8 MR. O'SULLIVAN: Forty five.
9 MR. FORD: Years in the Coast Guard?
10 MR. O'SULLIVAN: Twenty three and a half
11 active and just shy of three years as a civilian.
12 End of August it will be three years.
13 MR. FORD: Okay. And you have been in
14 Marine Safety the whole time or were you --
15 MR. O'SULLIVAN: For Marine Inspections
16 since '92.
17 MR. FORD: And your training in Marine
18 Inspections, where did you get it?
19 MR. O'SULLIVAN: Originally in New York
20 City.
21 MR. FORD: Okay.
22 MR. O'SULLIVAN: New York City '92 to '95
23 and then '95 until now here at Portland.
24 MR. FORD: Okay. Mostly on the job training?
25 MR. O'SULLIVAN: Yeah. Well, most of the
26 usual schools that the inspectors are set up for,
27 but, you know, lots of OJT.
28 MR. FORD: Okay. And you cover across the
29 board on types of vessels?
30 MR. O'SULLIVAN: Yes.
31 MR. FORD: From deep sea right down to the -
32 -
33 MR. O'SULLIVAN: Yeah.
34 MR. FORD: Okay. Why don't you just tell us
35 in your own words what you saw when you went to the
36 Taki Too? You had a bunch of things --
37 MR. O'SULLIVAN: I had two visits. One of
38 them, forgive me I don't have the exact dates, I
39 think my final inspection, okay, I think it was on
40 the 22nd of April. But, I was at it, I have it in
41 here.
42 (Pause.)
43 UNIDENTIFIED SPEAKER: The damage survey.
44 MR. O'SULLIVAN: The damage survey. The
45 damage survey was originally attended to by Carvel.
46 He was the first one on scene, but didn't leave
47 anything in writing. I attended it, I think that
48 occurred on a weekend.
49 Let's see.
50 (Pause.)
51 MR. O'SULLIVAN: I don't, I don't think that
52 my original one is in here.
53 MR. FORD: Okay.
54 MR. O'SULLIVAN: From the damage survey. I
55 attended it, I believe it was like a week before the

1 22. It wasn't very long. The fire apparently was
2 determined to have originated from the back side of
3 the shore side tie plug, did some localized damage
4 to the starboard side, upper forward bulkhead. It
5 was very localized. There was one under deck
6 transverse and part of the bulkhead that had a
7 little bit of charring to it. There was also some
8 heat damage to the forward side of the bulkhead,
9 inside the accommodations space, charring the
10 surface and there was a patch of the, of the inside
11 of the hull, the actual skin of the vessel. I think
12 it was about a, maybe a 12 inch by 12 inch patch
13 where the inter most, the surface layer of woven
14 rover had been charred. A little bit of the residue
15 had been charred as well. And that had already been
16 prepared. Mick Buell, I believe, was the attending
17 vessel rep. He already had a repair technician look
18 at everything and I think is who did a lot of the
19 work.

20 The area of the hull that was charred, they
21 had already ground that down and it wasn't, it was
22 about one, one layer of woven rover and the glass
23 underneath was in very good shape, beat the heck out
24 of it with my sounding hammer. It was very sound.

25 And after completing the survey of all the
26 damage, Mr. Buell explained to me what he wanted to
27 do and most of his oral proposal was in tune with
28 what I would have required. It was basically just
29 scarf out the bad material, the under deck, to the
30 minimum length required. He actually took it a
31 little bit further, went in a little heavier
32 material. It was pretty much cut and dry. There
33 was some areas of wiring that had been damaged. He
34 was going back in time with ADYC boat cable. And
35 that was, when I went back on the 22, everything
36 that he said that was written in my work list, was
37 accomplished. Some of it a little above and beyond.

38 It was more than, I know there was an area with the
39 under deck line, he went in with a little bit
40 heavier and a little bit longer, which was more than
41 fine.

42 And it was at that inspection here, I went
43 there primarily focused on clearing my work list
44 items for that damage and I knew I had the A-35 to
45 do, but I got into my repairs more intensely. He
46 had remind me, oh, yeah, I had some A-35s to clear.

47 I went through his A-35 list and it was pretty cut
48 and dry. He had some light, to, to provide for,
49 life jackets. He had them there. Presented them
50 to me. The bilge pump overboard hose, I don't know
51 why, I don't know why it was required to be
52 replaced. I know a lot of these, they were the, the
53 cheaper plastic hose that usually comes with rural
54 pumps. But, there was a new hose installed. I
55 thought there was some other items. I could be

1 wrong.

2 (Pause.)

3 MR. O'SULLIVAN: No, it was just Items 1 and
4 2. And that is the life jackets and the bilge hose.
5 I thought I did some other ones on there. Maybe it
6 was an earlier deficiency.

7 UNIDENTIFIED SPEAKER: -- damage, repairs
8 to the damage.

9 MR. O'SULLIVAN: Yeah, I think some on that
10 day, but, all in all, the, the vessel, even after
11 the fire, it was evident, it was a well maintained
12 boat. I have done a lot T boats this year. We were
13 rather shorthanded and I saw quite a few and I would
14 say from my opinion, put all the boats together that
15 I have done, I would put it on the upper end as far
16 as preparedness, readiness for inspection. Most of
17 the boats, I think I have done several of the boats
18 in Garibaldi this year, and it was much, much like
19 the others.

20 MR. FORD: Okay. You still have a copy of
21 the work list?

22 MR. O'SULLIVAN: It should be, did they
23 bring the vessel file?

24 UNIDENTIFIED SPEAKER: Yes, I have the
25 vessel file.

26 MR. O'SULLIVAN: I didn't, I didn't see them
27 in here and they were on --

28 UNIDENTIFIED SPEAKER: That was the work
29 list that Kurt but together.

30 MR. O'SULLIVAN: No, he didn't leave a work
31 list, I don't think, I made the work list.

32 UNIDENTIFIED SPEAKER: Yeah, I saw a rather
33 lengthy narrative with some --

34 (Pause.)

35 MR. O'SULLIVAN: My work list are on, an
36 office generated that sheet that we used, carbon
37 paper. I want to say it was like nine items, nine
38 items.

39 Oh, also, I don't know what it is worth, I
40 had mentioned to Ken on Sunday, you were looking for
41 photos, I did take, I think four photos on the day I
42 went back to clear it. They are on the stand alone.

43 On the little camera, and you have to unload onto
44 the stand alone. They are not really great
45 detailed, it is just close ups of the inside of the
46 engine room, I just took a few photos of the, of
47 that under deck long that he oversized, and just a
48 couple of angles, just as a memory jogger. It is
49 really not a lot of details.

50 UNIDENTIFIED SPEAKER: If we could get them.

51 MR. O'SULLIVAN: Sure. Sure, I have got
52 them. I just have to download them. I can put them
53 on a disk or put them under my work station and e-
54 mail wherever they need to go.

55 MR. FORD: You did an operational from the

1 bilge system?

2 MR. O'SULLIVAN: I don't think I did. I
3 think it was just examining a hose. I had to go
4 back down, I had gone down to do the, my repair
5 examination, finished all of that and that is when I
6 was reminded I had some A-35 to do and he had
7 already buttoned up the engine room. I had him undo
8 it, and crawled back down inside. This particular
9 style of boat, not the most comfortable when, when
10 the seats are in place, not the easiest one to get
11 down the opening, to get down inside. It is only
12 probably 18 inches. You have got to lay down along
13 the side of the engine. But, I believe it was a
14 bilge hose that ran probably -- and then mine. My
15 work list is not here.

16 UNIDENTIFIED SPEAKER: Handwritten.

17 MR. O'SULLIVAN: It is handwritten. It is
18 piggybacked onto Kurt Farrell's. Kurt Farrell's
19 attendance, what he wrote, he saw the work, he saw
20 the fire before anything was scrapped out. I came
21 in afterwards and when they cleaned up, it wasn't
22 as, it appeared to me not as bad, I think heat and
23 smoke damage to the overhead, inside the house, some
24 of the wires got hot. And, and that, it was, Mick
25 Buell, the attending vessel rep, his attitude was
26 basically, if it even looked bad, he is scraping it
27 out. And the insurance was covering everything
28 anyway. So, he basically went in with, I think even
29 the radios went, he got replacement radios and --

30 UNIDENTIFIED SPEAKER: Got new nav gear and
31 --

32 MR. O'SULLIVAN: Everything. It was all
33 brand new, all brand new wiring harnesses,
34 everything was like new.

35 MR. FORD: Very cooperative with you.

36 MR. O'SULLIVAN: Oh, yeah. This was, this
37 was, this was one of the more cooperative boat reps.
38 They are not always that way.

39 MR. FORD: Okay. Do you remember the bilge
40 system, where --

41 MR. O'SULLIVAN: No, I, not in detail, no,
42 no.

43 MR. FORD: How about the life jackets,
44 though, do you remember where they were stowed?

45 MR. O'SULLIVAN: I don't because he had, for
46 the lights, he had the jacket, there is only like, I
47 think four lights, he had the jackets out and showed
48 that new lights were mounted on them.

49 MR. FORD: Okay.

50 MR. O'SULLIVAN: I think on this, on this
51 style boat, I think they are down in cabins down
52 inside the pilot house, where the passenger seating
53 is.

54 MR. FORD: Anything else jump out at you
55 about the boat?

1 UNIDENTIFIED SPEAKER: That is you.
2 MR. O'SULLIVAN: Oh, it sounded like it was
3 on my back.
4 UNIDENTIFIED SPEAKER: I know I had to stop
5 it.
6 (Pause.)
7 MR. FORD: So there was nothing that jumped
8 out at you about the boat?
9 MR. O'SULLIVAN: It sounds, you can't
10 appreciate, unless an inspector in this area, I
11 cannot, the one thing that stands out is they were
12 very cooperative, and everything was done, no
13 questions asked. Everything was done right. It was
14 a very, very easy inspection for me.
15 MR. FORD: Okay. Bill?
16 MR. WOODY: I think -- bilge alarms were not
17 quite correct. There were some bilge alarms
18 somewhere in the reinspection that A-35s were put
19 out on, that the bilge alarms did not sound or some
20 of the lights did not, did not light up. Did you
21 have anything, is there --
22 MR. O'SULLIVAN: I don't believe, those were
23 cleared, at least on the 22. Do you have something
24 there?
25 UNIDENTIFIED SPEAKER: Yes. I think they
26 are in the --
27 MR. O'SULLIVAN: Let me look.
28 (Pause.)
29 MR. O'SULLIVAN: There wasn't anything to do
30 a tremendous --
31 UNIDENTIFIED SPEAKER: We definitely
32 understand that.
33 MR. O'SULLIVAN: Okay. This one is --
34 UNIDENTIFIED SPEAKER: Yeah, the 22nd --
35 (Pause.)
36 MR. O'SULLIVAN: I brought them out on my
37 damage survey, brought them out of replacement, a
38 copy of their stability letter had been destroyed in
39 the fire, heat damage. It was in, I think it was
40 laminated in plastic and -- I thought there was more
41 --
42 UNIDENTIFIED SPEAKER: On 4/22, activity 1-
43 7-6-7-4-7-7. Efficiency check, damage repairs.
44 MR. O'SULLIVAN: Wait a second.
45 (Pause.)
46 MR. O'SULLIVAN: This isn't my case. Oh, it
47 is my case, but it is --
48 (Pause.)
49 MR. O'SULLIVAN: One of the boats, one of
50 the other boats I was telling you about down in,
51 that is a boat here, I believe.
52 UNIDENTIFIED SPEAKER: Did you ever -- file.
53 MR. O'SULLIVAN: Okay.
54 UNIDENTIFIED SPEAKER: No, no, no, that is
55 the --

1 MR. O'SULLIVAN: But, I am on base as far as
2 the description of the conditions onboard and --
3 MR. FORD: Yeah, I wouldn't have looked at
4 the name either. I would have just kept looking at
5 the file, too, until it jumped out.
6 MR. O'SULLIVAN: Yeah. Okay.
7 MR. FORD: There we go.
8 (Pause.)
9 MR. O'SULLIVAN: Also inspected those items
10 called out by Coast Guard A-35s one through eight.
11
12 Okay. He had a new painter for his life
13 boat. Had a new -- in its cage. Lantern, put a new
14 lantern on a halo(ph) clip. Oh, yes, the fixed --
15 system, that, I guess had not worked at the
16 reinspection. That was the third time I had to go
17 down into the engine room and start doing
18 operational check on that. I went down, pulled the,
19 I think, I think this one had the, it was an older
20 style plug, that pulled apart in the middle. The
21 newer ones have a socket on their head. I know
22 there was one boat down here, it was a pull apart, I
23 pulled the wire and it shut down and the override
24 worked.
25 They approved both of them.
26 MR. FORD: Okay.
27 MR. O'SULLIVAN: I cleared them. I tested
28 them.
29 Guard over the battery terminal, that is a
30 common one. More than likely it was a plywood
31 construction, that is what they normally build for
32 these things. Operational tested the mass head
33 lights. Labeled the bilge manifold to show what
34 compartments they serve. That is another common
35 item on a lot of the T boats, they fade or they get
36 painted, painted over and provide -- Very simple,
37 there is not a whole lot you can really elaborate on
38 that. It is all either repaint, restencil or renew.
39 I don't know what other type of information
40 I can provide, other than if I signed it off, it was
41 done.
42 MR. WOODY: Okay.
43 MR. O'SULLIVAN: But, again, Mick Buell, I
44 thought he was the, the usual master, didn't say
45 otherwise, but I thought he was the sole operator.
46 MR. WOODY: That is correct. Yes, he was
47 normally the master.
48 But, again, the average master had been
49 requested by a group that he served for many years.
50 And --
51 MR. O'SULLIVAN: Yeah, I did, I heard on the
52 news, there were people that had been phoning in to
53 talk shows and what not, saying that they had
54 sailed with, sailed with Mr. Davis, was it?
55 MR. WOODY: Yes. Douglas Davis.

1 MR. O'SULLIVAN: I think, I think I may have
2 met him. I did, I did a drydock on the Taki Too,
3 but it was quite some time ago. I think it was like
4 '97, '97 or 98.
5 MR. WOODY: Yes.
6 MR. FORD: Anyone else? Thank you very
7 much. I hope we didn't get you a long way for just
8 a short --
9 MR. O'SULLIVAN: Oh, no, no, no. I will
10 forget about all of the tourists on the road and the
11 construction. RVs with California plates, you have
12 got to know what I am talking about.
13 MR. FORD: Thank you very much.
14 MR. O'SULLIVAN: Okay.
15 (Whereupon, the interview was concluded.)